

PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, June 24, 2013 in Room 161, UW Extension, 1150 Bellevue Street, Green Bay, WI

Present: Chair Bernie Erickson, Supervisors Norb Dantine, Dave Kaster, Dave Landwehr, Tom Sieber

Also Present: Executive Streckenbach, Tom Smith, Paul Van Noie, Doug Marsh, Paul Fontecchio, Jeff Oudeans, Brandy Younger, Robert Bousley, Chuck Lamine, Dean Haen, Other Interested Parties.

I. Call Meeting to Order

The meeting was called to order by Chairman Bernie Erickson at 6:22 p.m.

II. Approve/Modify Agenda.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve.

Vote taken. **MOTION CARRIED UNANIMOUSLY.**

III. Approve/Modify Minutes of.

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to approve.

Vote taken. **MOTION CARRIED UNANIMOUSLY.**

1. Review minutes of:

a. Board of Adjustment (June 3, 2013).

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to receive and place on file.

Vote taken. **MOTION CARRIED UNANIMOUSLY.**

b. Harbor Commission (March 11 & May 13, 2013).

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to receive and place on file.

Vote taken. **MOTION CARRIED UNANIMOUSLY.**

c. Planning Commission Board of Directors (May 1, 2013).

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to receive and place on file.

Vote taken. **MOTION CARRIED UNANIMOUSLY.**

d. Transportation Coordinating Committee (December 10, 2012).

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to receive and place on file.

Vote taken. **MOTION CARRIED UNANIMOUSLY.**

Comments from the Public None.

Communications

2. **Communication from Supervisor Dantine re: To have Brown County Highway review their Administration Changes to Local Municipalities and report to Planning, Development and Transportation Committee for review. *Referred from June County Board.***

Supervisor Dantine indicated that he received several complaints regarding service and charges from the Highway Department after the last town meeting. Robert Bousley, Operations Manager, explained that snowplow operations were handled as usual. However, Van Noie pointed out that duties were prioritized in order to not turn work away, although at times there were not enough men available. Supervisor Erickson suggested that the department consider part-time positions in heavy snow weather, and also requested that the bridge fund be reviewed as to the possibility and legality of its use. He stressed that any potential increases be brought forward before budget time.

Supervisor Kaster also addressed the potential use of state bridge funds suggesting that a plan be developed so that funds are available when needed.

Supervisor Landwehr recommended that towns be given adequate notice and that there be an open dialog. In regard to a 5% charge, a request was made to look at the different scenarios and report back to this committee with further information. He did note that the department appears to be looking at the long term and accounting for their time.

Motion made by Supervisor Dantine, seconded by Supervisor Landwehr to refer back to the Highway Department with a request to review administration charges to local municipalities, along with the possibility and legality of using bridge funds and report back. Vote taken.

MOTION CARRIED UNANIMOUSLY

Register of Deeds

3. **Budget Status Financial Report for January-April, 2013.**

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

Planning and Land Services

Planning Commission

4. **Update regarding development of the Brown County Farm property – standing item.**

Chuck Lamine distributed a copy of the media release from the Wisconsin Housing & Economic Development Authority (WHEDA) announcing a special round of low-income housing tax credits to fund projects that address the housing needs of Wisconsin veterans. Brown County Planning & Land Services staff is working with Cardinal Capital Management Inc. to prepare an application for these tax credits. Application deadline is July 30, 2013 with an award by WHEDA in September 2013.

Lamine indicated that in addition to designating \$850,000 in tax credits for an impactful affordable housing project under the High Impact Project Reserve (HIPR) program, WHEDA has set aside \$600,000

for a Veterans High Impact Project (HIP) Credit to fund a project that specifically addresses housing, employment, and/or counseling needs of veterans.

**Motion made by Supervisor Erickson, seconded by Supervisor Dantine to receive and place on file.
Vote taken. MOTION CARRIED UNANIMOUSLY**

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to suspend the rules to take 5, 6, & 7 together. Vote taken. MOTION CARRIED UNANIMOUSLY.

5. Budget Status Financial Reports for March and April, 2013.

Property Listing

6. Budget Status Financial Reports for March and April, 2013.

Zoning

7. Budget Status Financial Reports for March and April, 2013.

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to receive and place on file 5, 6 & 7. Vote taken. MOTION CARRIED UNANIMOUSLY.

Airport

8. Budget Status Financial Report for May, 2013.

Tom Miller explained that the budget is in line year to date. In response to a question by Supervisor Erickson related to tax contributions from stormwater, Mr. Miller explained these are taxes that were charged to various departments for land which was assessed a tax which went to the various municipalities.

**Motion made by Supervisor Dantine, seconded by Supervisor Landwehr to receive and place on file.
Vote taken. MOTION CARRIED UNANIMOUSLY.**

9. Director's Report.

Director Miller highlighted the following activities during the last reporting period:

- The marketing plan for flights to Dallas has been implemented and is working well.
- MetJet flights to Orlando & Fort Myers have been heavier on the outbound rather than the inbound. Beginning on December 7th, flights to Fort Myers will continue on to Cancun, Mexico. Customs clearance will occur in Fort Myers on the return flight.
- Passenger traffic has shown an increase for the 3rd consecutive month (article attached), attributed to less capacity in Milwaukee. Although the fare is lower in Milwaukee, the number of available seats has declined by about 30%.
- Update on Flight Service Station
- Overtime reports for March and April were distributed.
- The Assistant Airport Director, John Reed, has been given a job rating status as an Accredited Airport Executive.
- Land development around the airport continues with appraisals, environmental work, and meetings with the FAA. The Air Service Development Group continues to meet on a regular basis.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file.
Vote taken. MOTION CARRIED UNANIMOUSLY.**

Port & Solid Waste

10. Resolution re: Regarding Reorganization of the Port and Solid Waste Department.

Port & Solid Waste Director, Dean Haen, along with Tom Smith from Brown County Human Resources were present to explain this resolution regarding reorganization of the departments. Haen indicated that he, in conjunction with HR have conducted a thorough evaluation of the structure and needs of the department and the duties of several positions. It was felt that the current structure was inflexible and did not offer a mentality of teamwork. It has been suggested that the department be renamed to "Port and Resource Recovery", and that the Director's title be changed to "Director of Port & Resource Recovery" to better reflect the department's current activities, updated technology, current focus and strategic intent. Several positions have been deleted with others added.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken.
MOTION CARRIED UNANIMOUSLY.**

11. Port 2013 Operating Plan – Request for Approval.

Dean Haen highlighted the Port 2013 Operating Plan including initiatives, objectives, sustainable economics, and expansion of markets and revenues. (See Plan for details)

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve the Port 2013 Operating Plan. Vote taken. MOTION CARRIED UNANIMOUSLY.

12. Solid Waste 2013 Operating Plan – Request for Approval.

As above, Mr. Haen highlighted the Solid Waste 2013 Operating Plan including initiatives, objectives, sustainable economics, and expansion of markets and revenues. (See Plan for details)

Motion made by Supervisor Dantine, seconded by Supervisor Landwehr to approve the Solid Waster 2013 Operating Plan. Vote taken. MOTION CARRIED UNANIMOUSLY.

13. BOW Recycling Facility 2nd Shift Letter of Support – Request for Approval.

Mr. Haen referred to a letter sent to Phil Stecker at Outagamie County regarding Tri-County Recycling Expansion, indicating that the Brown County Solid Waste Board and staff support the Tri-County Recycling expansion. The Brown-Outagamie-Winnebago (BOW) partnership, he explained, has an opportunity to expand recycling operations to a second shift in mid-2013. Brown County is actively negotiating a contract with a private hauler to secure tonnage long term. Haen indicated that the proposed BOW expansion will financially strengthen the Material Recovery Facility (MRF) managed by Outagamie County. Financial benefits from this expansion will flow through to the 65 northeast Wisconsin communities served by the regional MRF with a rebate forecasted to municipal customers. It will also realize increased competitiveness, stable long-term operations, expansion of the different types of material recycled (mixed plastics and aseptic cartons), will reduce processing costs per ton, and create 29 more jobs at the BOW recycling center.

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to approve.

Vote taken. MOTION CARRIED UNANIMOUSLY.

14. Director's Report.

Mr. Haen highlighted activities from his written Port & Solid Waste Department report, including the following:

- **Renard Island Closure** - Work is underway with the WDNR and Corps to develop a contract for completing all activities this upcoming winter. Effort will involve a closure date extension request in addition to a request to change other DNR approval conditions that are considered unnecessary. A meeting is set with the WDNR to discuss permit requirements for County ownership of the causeway. The ultimate end use of the island will need to be discussed. A consultant has been retained to evaluate the possibility of receiving Natural Resource Damage (NRD) funds from the Fox River Cleanup responsible parties.
- **Cat Island Chain Restoration Project** – This project is 20% below cost and all funding partners have agreed to install the off-loading facility on the east end of the island. Brown County has purchased the materials which the Corps is installing.
- **2nd Shift at the BOW Single Stream Recycling Facility** – A contract with Advanced Disposal Systems is being negotiated. Capital investment for a 2nd baler and optical sorter is being created. The Outagamie County Table of Organization for additional staffing is also in the process of being approved.
- The 2nd Annual Solid Waste Stakeholder's Meeting was held on June 20, 2013 with 42 people attending.
- **Green Bay Lease of MRF Building Space** – The lease has been terminated by Brown County for lack of payment. Locks were changed on the building and Brown County is working with Corporation Counsel with regards to equipment left in the building that has been determined to be owned by a third party.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to receive and place on file.

Vote taken. MOTION CARRIED UNANIMOUSLY.

Public Works

15. Recommendation and approval of bid for MHC Demolition Contractor – Project #1702.

Director of Public Works, Paul Van Noie, reported that six contractor bids were received from the following for the demolition of the former Brown County Mental Health Center: L&M Trucking (\$160,040); Badgerland Demolition & Earthwork (\$174,958); CW Purpero (\$192,000); Dore & Associates Contracting (\$383,300); American Demolition Corp (\$31,200); and Veit & Company (\$1,139,600). The recommendation of the Public Works Department and the consensus of the committee was to award the bid to L&M Trucking in the amount of \$160,040.

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to approve the low bid of L&M Trucking in the amount of \$160,640. Vote taken. MOTION CARRIED UNANIMOUSLY.

16. Summary of Operations.

Director Van Noie highlighted activities from his written report stating that the Public Works (Highway Department) is performing better than anticipated with positive variances in most areas. The Facilities Department as of 5-31-13 is showing a year to date positive variance with total revenues on target and total expenses down by 5%.

Supervisor Landwehr asked about staffing with increased summer activities and VanNoie indicated it is under control. Maintenance of roundabouts was also addressed.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file.

Vote taken. MOTION CARRIED UNANIMOUSLY.

17. Budget Adjustment #13-53: Interdepartmental reallocation or adjustment (including reallocation from the County's General Fund)

Van Noie explained that the jail has two hot water heaters, one that serves the laundry and kitchen, with the other providing hot water for inmate showers and restrooms. The larger of the two units has failed. The smaller unit is presently providing hot water for the entire facility, however, there is no redundancy/backup system in place if this unit fails. Additionally, the water heater currently in operation is not reliable. Total cost for the project is \$75,614 including hot water boilers, storage tanks, roof work, and electrical work.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve the budget adjustment in the amount of \$75,614. Vote taken. MOTION CARRIED UNANIMOUSLY.

18. Director's Report.

Director Van Noie reported on road projects during the last reporting period indicating that work was completed on time and within budget.

Van Noie responded to questions by Supervisor Landwehr in regard to bridge work and how it is reported.

Motion made by Supervisor Kaster, seconded by Supervisor Sieber to receive and place on file.

Vote taken. MOTION CARRIED UNANIMOUSLY.

Other

19. Audit of bills

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to pay the bills.

Vote taken. MOTION CARRIED UNANIMOUSLY.

20. Such other matters as authorized by law - None

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to adjourn @ 8:20 pm.

Vote taken. MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,

Alicia A. Loehlein
Recording Secretary

Rae G. Knippel
Transcription

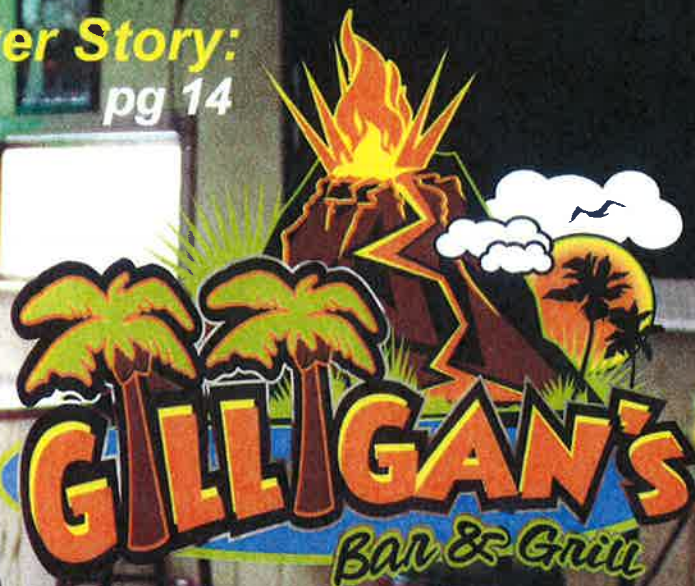
EVERY BUSINESS HAS A STORY

COMPANY

M A A Z I N E

PUBLICATION 107

Cover Story:
pg 14



Pictured: Jess Senn, Owner

Featured Inside:

Richard Craniums pg 10

Verlo Mattress pg 18

Chateau De Pere pg 24



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METJET

If you look at the Michael Heisman's (Founder of MetJet) past, you might say that he was born to do what he is doing.

In addition to being the kid that consistently played with toy trucks and planes, Michael was born into a family that has/had close ties to the aviation and transportation industries. His grandfather was an Engineer at Lockheed, which is famous for both their military and commercial aircraft. Likewise, his parents (Harold and Deborah) owned a travel agency on Long Island, NY and routinely took Mike to watch the multitude of planes flying into and out of JFK.

So, when Mike graduated from Dacula High School (Dacula, GA) and went to Georgia Southern University there was only one degree that made sense for him and that was a Business degree in Logistics and Intermodal Transportation. In addition to his degree, Mike also completed an amazing internship with the Walt Disney Company, which would later play a key role in the development of the flights to Orlando.

Following graduation, Mike was eager to jump into the world of Logistics and Transportation with his first stop being positions in Supply Chain Management through TNT Logistics...and their customers Goodyear and Honda. However, it was his next role that allowed Mike to play with planes in a real life scale. Following TNT Logistics, Mike signed on with BAX Global (an airfreight and logistics firm) where he managed aviation related customers as a third party contractor. In particular, BAX's relationship with Honeywell Aviation was a nice start, but under his role at BAX, Mike got to manage a large portion of the ground operations and spare parts warehouse for Vanguard Airlines (Kansas City). Vanguard Airlines was a smaller 737 operator that provided nonstop flights from Kansas City to several cities along the east and west coasts of the United States. The knowledge that Mike gained from his time in Kansas City also served as the foundation of the original business plan for MetJet...though the two companies ended up being vastly different.

After his time with BAX Global, and later the National Transportation Exchange Mike sat down and started developing the plan for MetJet. As a Georgian (at the time) the original plans for MetJet involved the implementation of nonstop flights from a secondary airport in Athens Georgia, which would allow people that live in and around the Atlanta area (which is heavily congested due to poor transportation infrastructure/traffic jams) to get to their flight faster by going against traffic and going to a smaller airport. This was 2003. For several reasons the original plan was not pursued, but the dream was not surrendered.

MetJet's ultimate future was determined by Schneider National when Mike was recruited to help implement the Schneider Logistics/ Ford Automotive distribution network. Initially, Mike was hired to work for Schneider in both Washington DC and New Jersey. However, after implementing the networks for the company, Schneider immediately brought Mike to its home office (Green Bay) to design networks for Ford. Mike found his niche within Schneider's dedicated division where he developed solutions for new and existing customers that were looking for innovative solutions that would either improve their service, save money or both.

While at Schneider, Mike realized that Green Bay was a fantastic city for the "MetJet project", and with airline mergers in full swing... the current flight selections were only going to get worse. Initially, Mike met with Schneider and asked the company to finance the plan, which did not happen. However, the company did give Mike the green light to pursue this, as long as he did not use company resources to pursue the business.

In addition to working on the plan, Mike pursued a Master's Degree in Transportation and Supply Chain Management from Cranfield University (London, England). During a three year period, Mike commuted between Green Bay and London, where he got to study at this amazing school dedicated to air transportation. In fact, the school has a 10,000 foot runway and hangars on campus, as well as some of the world's most knowledgeable staff.

Mike continued to fine-tune the MetJet business plan and started seeking financing. Initially, he pursued traditional financing at the banks, and they loved the business plan. However, when the discussion turned to collateral the loan application was quickly denied. Likewise, Mike turned to the SBA, who also loved the business plan, but classified MetJet as "a square peg trying to get funding in a round hole". It was ultimately through a program that allowed MetJet to issue shares to Wisconsin residents that generated the funding that got MetJet off the ground.

On October 7, 2012 MetJet initiated its first flight with a 7:00 AM departure of a 737-800 from Green Bay's Austin Straubel International Airport to Orlando International. Thanks to MetJet's 400+ local investors, people within NE Wisconsin could now enjoy quality nonstop flights to amazing destinations. Likewise, the company has committed that as long as MetJet continues to be supported by local passengers the company will continue to offer nonstop flights to even more destinations.

Michael Heisman was born in 1976, in upstate New York to Deborah and Harold Heisman (both of which live in Athens, GA). He also has a younger brother David, who is happily married to Rhythm and has three children within metro Atlanta. Currently, Mike is a De Pere resident where he lives on the "east side" with his fiancé Lisa and her son Landon. Each of them have played a critical role in Mike's life.


BPC PHOTOGRAPHY
BY BRIAN CLARK



Know Your Terms - A Direct Flight is Not Always Nonstop

By Michael Heisman



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When people call MetJet they always talk about how they are “so excited to have direct flights to Florida”, and that they are “excited to see what destinations MetJet will bring direct service to next”. To be clear, MetJet provides nonstop service to Florida, and there is a difference. Given the large number of business readers Company Magazine has, I thought that I would attack this misuse of the term “direct” as my first article.

When talking about flights, the term “nonstop” is just that. It means that you will get to your destination without stopping and the flight from your intended origin to your intended destination will truly be “nonstop”. The term “direct” is similar, but has some slight differences that can have a huge impact on your trip. A “direct” flight is a flight that gets you from your intended origin to your intended destination without changing planes. A direct flight could be nonstop, or it could be four flights made on a single aircraft.

To better understand the difference, let’s take a look at some real life examples. MetJet operates from Green Bay’s Austin Straubel International Airport to Orlando International without stopping. This means that our flights from GRB to MCO are nonstop. Likewise, if you look at Southwest flight 3217 from Milwaukee to Orlando on September 7...the flight is listed as a single flight, but it is direct ... not nonstop. In this instance, the flight leaves Milwaukee ... proceeds to another city and then continues onto Orlando. The total transit time from MKE to MCO is about four and a half hours, as opposed to 2.5 hours for a nonstop.

This is not to say that one is better than the other, but it can have an impact on your vacation. In this instance, Southwest does not have to find an entire plane load of passengers going to Orlando and can depart Milwaukee with passengers bound for both destination 1 and MCO. In addition, passengers may have the option to connect to other flights from both destinations, too. Southwest Airlines, in my opinion, is the leader when it comes to this because they operate what is known as a point to point network, which means that they don’t have hubs, but try to operate nonstop flights to multiple destinations from every airport that they service.

Other carriers/airlines offer both nonstop and direct flights, but they tend to do so through hubs and spokes, which means they operate 1-3 main cities that all/most of their flights originate, or terminate, within. For people within Green Bay, this is the reason that, except for MetJet flights, passengers have to connect in Chicago, Atlanta, Detroit or Minneapolis to get to their final destination. By operating a hub and spoke network, a carrier can conduct flights into small cities as every passenger on board will have their choice of hundreds of connecting flights upon their arrival at the hub. This means carriers like Delta, United and American don’t have to fill aircraft with a large number of passengers going to a single destination, but will fill the planes with passengers going all over the World. Within these networks, passengers will take a nonstop flight from Green Bay to the hubs, but may also have access to direct flights ... if the plane coming out of GRB is going onto their destination.

As I said, having large networks allow companies to provide their passengers with a wide variety of flight options. As a traveler, be aware that the only flights that will get you to your destination without stopping are “nonstop” flights. “Direct” flights will get you there on that aircraft...but not necessarily without stops. Now you know how cool it is when I can say, “MetJet is the only nonstop option from NE Wisconsin to both Orlando International and Fort Myers, and we look forward to adding even more nonstop destinations as we continue to grow.”

EMPLOYEE'S WORKING OVER 12 HRS. IN A 24 HR. PERIOD REPORT
BROWN COUNTY AUSTIN STRAUBEL INTERNATIONAL AIRPORT

MARCH – 2013

EMPLOYEE NAME	DATE	HOURS WORKED-24 HR. PERIOD	REASON
Tomlinson, Dave	03/11/2013	12.75 hrs.	Snow Removal
Burke, Tom	03/18/2013	15.50 hrs.	Snow Removal
Delaruelle, Mike	03/18/2013	14.0 hrs.	Snow Removal
Doxlator, Dale	03/18/2013	15.50 hrs.	Snow Removal
Newton, Tim	03/18/2013	14.0 hrs.	Snow Removal
Powers, Dick	03/18/2013	15.25 hrs.	Snow Removal
Salamonski, John	03/18/2013	14.0 hrs.	Snow Removal
Tomlinson, Dave	03/18/2013	14.25 hrs.	Snow Removal
VanderLeest, Vernon	03/18/2013	14.50 hrs.	Snow Removal
Welsing, Bob	03/18/2013	15.25 hrs.	Snow Removal
Gruszczynski, Clarence	03/19/2013	13.0 hrs.	Snow Removal

EMPLOYEE'S WORKING OVER 12 HRS. IN A 24 HR. PERIOD REPORT
BROWN COUNTY AUSTIN STRAUBEL INTERNATIONAL AIRPORT

APRIL – 2013

EMPLOYEE NAME	DATE	HOURS WORKED-24 HR. PERIOD	REASON
Burke, Tom	04/11/2013	13 hrs.	Snow Removal
Tomlinson, Dave	04/11/2013	13 hrs.	Snow Removal
VanderLeest, Vernon	04/11/2013	12 hrs.	Snow Removal
Powers, Dick	04/24/2013	13.25 hrs.	ARFF Grand Opening
Salamonski, John	04/24/2013	13.50 hrs.	ARFF Grand Opening
VanderLeest, Vernon	04/24/2013	13.50 hrs.	ARFF Grand Opening
Welsing, Bob	04/24/1013	13.50 hrs.	ARFF Grand Opening